AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing Of Claims:

1.-10. (Canceled)

11. (New) A method for monitoring an exhaust gas recirculation of an internal combustion engine by pressure sensing, comprising:

recirculating an exhaust gas from an outlet side of a combustion chamber assemblage via an exhaust gas recirculation conduit to an inlet side of the combustion chamber assemblage;

sensing a pressure curve in at least one combustion chamber;

ascertaining a thermodynamic parameter therefrom as an actual value;

making available a setpoint value of the thermodynamic parameter, the setpoint value taking into account a current operating point of the internal combustion engine; and

determining a deviation between the setpoint value and the actual value is determined; and

obtaining from the deviation a datum regarding a current exhaust gas recirculation state, as compared with a normal state thereof.

12. (New) The method as recited in Claim 11, wherein:

the thermodynamic parameter is ascertained based on one of a time difference and a crankshaft angle difference between a percentage energy conversion point and one of a reference time and a reference angle known in a control device.

13. (New) The method as recited in Claim 11, wherein:

the pressure curve is sensed by sampling at one of fixed crankshaft angles and time intervals, and

sampled pressure values are stored as a data sequence during at least a portion of one combustion cycle.

14. (New) The method as recited in Claim 11, wherein:

the thermodynamic parameter is ascertained during at least a portion of one combustion cycle, on the basis of the pressure curve, from one of:

a combustion curve in which a total quantity of heat released is calculated, and

a heat curve in which a quantity of heat conveyed to a combustion gas is calculated.

15. (New) The method as recited in Claim14, further comprising:

calculating the heat curve on the basis of the relationship dQh = dU + p*dV, where dQh denotes a quantity of heat conveyed, dU denotes an increase in an internal energy of the combustion gas, and p*dV denotes a mechanical work delivered; and

ascertaining an energy conversion percentage from the conveyed quantity of heat dQh by integration over the crankshaft angle.

16. (New) The method as recited in Claim12, further comprising:

calculating the percentage energy conversion point according to the formula $Q_i = [n/(n-1)] * p_i * (V_{i+1}-V_{i-1}) * [1/(n-1)] + V_i * (p_{i+1}-p_{i-1}), \text{ where n denotes a polytropic exponent,} \\ p \text{ denotes a pressure in the combustion chamber, } V \text{ denotes a cylinder volume, and } i \text{ denotes a running index of a sampled and stored cylinder pressure from a beginning to an end of a calculation interval;}$

ascertaining an energy conversion percentage by integration of a quantity of heat Q_i over one complete working cycle after determination of a 100% energy conversion; and determining a crankshaft angle corresponding to the energy conversion percentage.

- 17. (New) The method as recited in Claim 12, wherein a 50% energy conversion point is taken as the basis for the percentage energy conversion point.
- 18. (New) The method as defined in Claim 12, further comprising:

 comparing the deviation between the setpoint value and the actual value with a positive limit value and a negative limit value that take into account tolerances of the parameter calculation and of the setpoint value.
- 19. (New) The method as recited in Claim 11, wherein the pressure curve is determined one of indirectly and directly by way of a sensor arranged in at least one combustion chamber.

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20. (New) The method as recited in Claim 11, further comprising:

evaluating the datum in a control device for at least one of a control purpose and a fault diagnosis with at least one of a fault storage and a fault display, corresponding to a readjustment of an exhaust gas recirculation valve.

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